

Application Number	18/1661/FUL	Agenda Item	
Date Received	25th October 2018	Officer	Mary Collins
Target Date	20th December 2018		
Ward	West Chesterton		
Site	44 George Street Cambridge		
Proposal	Demolition of existing house and replacement with two new dwellings.		
Applicant	Mr Dan Brown 44, George Street Cambridge		

SUMMARY	<p>The development accords with the Development Plan for the following reasons:</p> <ul style="list-style-type: none"> - The proposed development would respect the character and appearance of the surrounding area. - The proposed development would not have any significant adverse impact on the amenity of surrounding occupiers. - The proposed development would provide accessible living accommodation and a good level of indoor and outdoor amenity for future occupiers.
RECOMMENDATION	APPROVAL

1.0 SITE DESCRIPTION/AREA CONTEXT

1.1 44 George Street stands on the southwest corner of the 'knuckle' of George Street, where it turns from a north-south orientation to a southeast-northwest orientation. The site occupies the internal angle of this turn in the street and the existing dwelling is located between Nos 42 and 48 George Street, which are both semi-detached, two-storey properties.

The existing house on the site was built in 1986 and differs from its neighbours in style, materiality and form, occupying 1.5 storeys.

- 1.2 The long section of George Street, running south from the application site is a narrow street, made up of two-storey terraced houses from the middle and the end of the nineteenth century. These houses have a consistent scale and general pattern, but they differ in detail. All are finished in buff brick, although the colouration varies. Some have been cleaned and some have been painted over the whole elevation. Many have projecting bays.
- 1.3 There are a few exceptions to this pattern:
 - a single-storey Victorian building with its axis parallel to the street, opposite the application site (part of No. 51),
 - a replacement terraced house just south of the application site, which mimics the scale and massing of the street, but not its detailing (No. 38C),
 - a prominent oversized square front dormer opposite that house (No.45)
 - a house 75m south of the application site on the opposite side of the street, with an idiosyncratic, angular, late twentieth-century design, elevations finished in black timber boarding and randomly selected recycled bricks, and a deeply overhanging roof (No. 27).
- 1.4 The short north-western arm of George Street has two pairs of small Victorian semi-detached houses on the south side, but the north side is bounded by the front, side and rear gardens of No.116 Milton Road. The side elevation of 116 faces the George Street footway. Because of the angle at which George Street meets Milton Road, the rear windows of Nos.116 and 118 Milton Road face directly towards the application site, while those of Nos. 120 and 122 do so at a slight angle.

2.0 THE PROPOSAL

- 2.1 Planning permission is sought for the demolition of the existing house and replacement with two new dwellings. (1 one bedroom house and 1 two bedroom house). The proposed new semi-detached pair will have three levels of accommodation.
- 2.2 The application is accompanied by the following supporting information:

1. Design Statement
2. Drawings

Amended Plans

- An amended ground floor layout modifying the rear accessway from 850mm to 1200mm and increasing the width of the garage has been submitted.

3.0 SITE HISTORY

Reference	Description	Outcome
C/86/1068/FP	Erection of detached dwelling	Approved with conditions
16/1817/FUL	Demolition of existing house and construction of a new dwelling with basement.	Refused 11.01.2017
17/0671/FUL	Demolition of existing house and construction of a new dwelling with a basement.	Refused 16.10.2017

4.0 PUBLICITY

4.1 Advertisement:	No
Adjoining Owners:	Yes
Site Notice Displayed:	No

5.0 POLICY

5.1 See Appendix 1 for full details of Central Government Guidance, Cambridge Local Plan 2018 policies, Supplementary Planning Documents and Material Considerations.

5.2 Relevant Development Plan policies

PLAN		POLICY NUMBER
Cambridge Plan 2018	Local	1 3 28

	31 32 35 36 50 51 52 55 56 57 59 81 82
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5.3 Relevant Central Government Guidance, Supplementary Planning Documents and Material Considerations

Central Government Guidance	<p>National Planning Policy Framework 2019</p> <p>National Planning Practice Guidance 2014</p> <p>Circular 11/95 – The Use of Conditions in Planning Permissions (Annex A)</p> <p>Technical housing standards – nationally described space standard – published by Department of Communities and Local Government March 2015 (material consideration)</p> <p>Cambridge City Council (May 2007) – Sustainable Design and Construction Biodiversity Checklist for Land Use Planners in Cambridgeshire and Peterborough (March 2001).</p> <p>Cambridge and South Cambridgeshire Strategic Flood Risk Assessment (November 2010)</p> <p>Strategic Flood Risk Assessment (2005)</p> <p>Cambridge and Milton Surface Water Management Plan (2011)</p> <p>Cycle Parking Guide for New Residential Developments (2010)</p>
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6.0 CONSULTATIONS

Cambridgeshire County Council (Highways Development Management)

- 6.1 The proposal introduces a dwelling without any dedicated off- street car parking and reduces the existing car parking provision for the site to one space from two. Therefore, the proposal is likely to increase demand for on-street car parking in an area where such demand is already intense. This is unlikely to result in a significant impact on highway safety but may well impact on the residential amenity of the existing residents in the area.

Request a condition is attached requiring that no demolition or construction works shall commence on site until a traffic management plan has been agreed in writing with the Planning Authority.

Environmental Health

6.2 Dust

The demolition and construction phases have the potential to generate excessive dust which may harm local amenity. It is recommended that the applicant / contractors have regard to various national and industry best practical technical guidance such as:

- Guidance on the assessment of dust from demolition and construction, version 1.1 (IAQM, 2016).
- Guidance on Air Quality Monitoring in the Vicinity of Demolition and Construction Sites (IAQM, 2014).
- Control of dust and emissions during construction and demolition -supplementary planning guidance, (Greater London Authority, July 2014).

In the interests of amenity, recommend the standard construction/demolition hours condition. The demolition phase may give rise to dust. Recommend the bespoke dust informative.

Landscape Officer

- 6.3 The sunlighting diagram shows that the smaller garden area does not comply with the BRE guidance on sunlighting for amenity spaces thus creating an unpleasant and inadequate amenity space (Policy 56 (f) Creating Successful Places and Policy 59: Designing landscape and the public realm (c))

- The garage does not comply with the minimum size standards within the Local Plan. Even without the requirement for bike or bin passage, a garage must be a minimum of 3.3m wide to allow the opening of doors and practical use. (Appendix L: Car and Cycle Parking Requirements)

Sustainable Drainage Engineer

- 6.4 A suitable surface water drainage strategy and maintenance schedule has been submitted with the application.
- 6.5 The above responses are a summary of the comments that have been received. Full details of the consultation responses can be inspected on the application file.

7.0 REPRESENTATIONS

- 7.1 Cllr Tunnacliffe has called-in the application to Committee in the event of a recommendation of approval.
- 7.2 The owners/occupiers of the following addresses have made representations:

Objection:

- CamCycle
- 24 George Street
- 25 George Street
- 42 George Street
- 45 George Street
- 48 George Street
- 48A George Street
- 118 Milton Road

Support:

- Blues Property, George Street Ltd (owners of the site opposite)

- 7.3 The representations can be summarised as follows:

Neighbour amenity

Overshadowing
Overlooking
Loss of light
Visual domination

Design

Inappropriate materials
Out of character with the street
Excessive height
Inadequate external amenity space
Too massive for plot
Basement will set a precedent

Traffic and parking

Additional traffic
Additional pressure on on-street car parking
Insufficient cycle parking

Construction process

Disruption and danger from construction process
Impact on stability of adjacent buildings
Retaining walls will be closer to adjacent buildings
Will require road closure

CamCycle

Object under policy 82 of the Local Plan and the Cambridge City Cycle Parking Guide SPD, concerned about the provision for cycle parking.

Parking for cycles should be in secure and covered enclosures. In this instance, security is considered acceptable as the cycles are in rear gardens to which access can be restricted. Provision needs to be added so that cycles can be parked in enclosures that are protected from the weather.

The access to the gardens is via a passageway approximately 825mm wide. For a short passage such as this, the requirement is for a minimum width of 1200mm (para 3.7.1) with gates at

least 1000mm wide (para 3.8.1).

One letter of support (owners of site opposite)

The scheme would be a vast improvement of the current 80s building which has never complemented the street scene. The design enhances the area and reflects the elevation treatment of the consented project directly opposite.

- 7.4 The above representations are a summary of the comments that have been received. Full details of the representations can be inspected on the application file.

8.0 ASSESSMENT

Principle of Development

- 8.1 The principle of development is acceptable and in accordance with the Cambridge Local Plan 2018 policies 1 and 3.

Context of site, design and external spaces

- 8.2 To the principal elevations of the proposed dwellings facing north and west the proposal would have a traditional appearance with a sloping slate roof and would be finished in a Cambridge Stock brick. The overall ridge height of the proposed dwellings respects the existing properties alongside which they will be sited and would be a similar height to 42 George Street and would be marginally higher than the ridge height of the detached property adjacent at 48 George Street by 0.12 metres. The eaves height is graduated between these three dwellings as the corner is turned and the existing set back from the back edge of the pavement and the building line would be maintained.
- 8.3 The proposed treatment of the principal elevation of this part of the frontage reflects the simple architectural detailing seen in George Street with its ground floor bay windows and I am of the opinion that the appearance of the principal elevations is in keeping with the character and appearance of the surrounding street scene.
- 8.4 When viewed from the rear the proposed dwellings would have a three storey appearance in brick with a flat roof and would have zinc cladding to the third floor loft section. Although this three storey form is not a traditional feature or way of extending

this type of dwelling, the roof form would read as a large roof extension of which is often seen to the rear of dwelling. Given views of the rear of the properties would be restricted to surrounding gardens, I do not consider this feature to be detrimental to the wider area.

Amenity for future occupiers of the site

8.5 Policy 50 relates to residential space standards and states that new residential units will be permitted where their gross internal floor areas meet or exceed the residential space standards set out in the Government’s Technical housing standards – nationally described space standard (2015) or successor document.

8.6 The proposed units would exceed the standards. In this regard, they would provide a high quality internal living environment for the future occupants in my opinion. The gross internal floor space measurements for units in this application are shown in the table below:

Unit	Number of bedrooms	Number of bed spaces (persons)	Number of storeys	Policy Size requirement (m ²)	Proposed size of unit	Difference in size
1	2	2	3	79	126.97	47.97
2	1	2	3	58	59	1

Size of external amenity space

8.7 Policy 50 states that all residential units will be expected to have direct access to an area of private amenity space.

External amenity space should be sufficient to accommodate:

- a table and chairs suitable for the size of dwelling;
- where relevant, provision of a garden shed for general storage (including bicycles where no garage provision or cycle storage to the frontage of the dwelling is possible);
- space for refuse and recycling bins;
- an area to dry washing;
- circulation space; and
- an area for children to play in.

- 8.8 There are two units each with direct access to outdoor amenity space. The two bedroom, four person property has a good sized rear garden, whilst the two person dwelling has a smaller garden but one which is considered an adequate size.
- 8.9 However, the Sunpath Study submitted with the application shows that the smaller garden area does not comply with the BRE guidance on sunlighting for amenity spaces which recommends that for the amenity area to appear adequately sunlit throughout the year, at least half of the garden/amenity area should receive at least two hours of sunlight on 21 March. Although the garden is likely to be in shade most of the time, the amenity space would not necessarily be unusable or create an unpleasant and inadequate amenity space. Given this is only guidance from the BRE, I am of the view that this would not warrant a refusal.
- 8.10 The private amenity space in my opinion is still inclusive, usable, safe and may still provide enjoyable outdoor space.
- 8.11 In my opinion the proposal provides a high-quality living environment and an appropriate standard of residential amenity for future occupiers, and I consider that in this respect it is compliant with Cambridge Local Plan (2018) policies

Accessible homes

- 8.12 The development has been assessed for compliance with Policy 51 and complies with the requirements of Part M4 (2) of the Building Regulations. I have recommended a condition to secure this requirement.

Residential amenity

Impact on amenity of neighbouring occupiers

42 George Street

- 8.13 No 42 is situated to the south and has a first floor window in the side elevation of an outrigger to which faces north towards the application site and is understood to serve a study. Whilst the overall height of the dwelling would be increased as a result of the proposed development, the depth of the dwelling into the site would not extend any further than the existing main dwelling at No 42. The proposed dwelling would not extend out as far as

the window and therefore, whilst there would be an increase in the built structure in proximity to this window I consider that it would not result in undue harm in terms of outlook or result in a significant enclosing effect.

- 8.14 In addition to the side window of No 42, there is also a large area of glazing to the roof of the ground floor side element. There would be minimal views from the second floor windows into this area. Furthermore, two of the proposed windows would serve a hallway and staircase, and another would be a frosted bathroom window, which are unlikely to give rise to significant levels of overlooking.
- 8.15 I consider the proposal would not create an unreasonable sense of enclosure and harm outlook from the upper floor study window at No.42 George Street.
- 8.16 The site is located to the north of no.42 George Street. I therefore do not consider the proposal would result in an unreasonable loss of sunlight or daylight to this neighbour.

No.48 George Street

- 8.17 This neighbour has a garage adjacent to the application site which separates this property from the application site and the proposed dwelling on Plot 2, however beyond this is their outdoor amenity space. The rear windows of no. 44 (proposed) are full height windows to the first floor living room, two half landings of the staircase and the bedroom at second floor. Given the inset of these windows from the boundary, the intervening garage and the distance to the rear garden, I am of the opinion that there would not be a detrimental loss of privacy through overlooking. The rear windows of no. 46 (proposed) would also face towards this property but are also inset from the boundary and again I do not consider this to result in a detrimental loss of privacy due to overlooking.

Impact on No.51 George Street and No.116/118 Milton Road

- 8.18 These neighbours are located to the north and east of the application site on the opposite side of the road. 51 faces the eastern elevation. The proposed development would include first floor bay windows which would be located opposite a first floor window of 51.
- 8.19 Given the separation between the site and 51, across George Street, this would not result in significant harm to the occupiers

of this property in terms of loss of privacy. With regards to overlooking into the rear gardens of 116/118 Milton Road, this is already possible from 48 George Street and as such I do not feel the proposal would result in a detrimental loss of privacy through overbearing to these properties.

Highway Safety

- 8.20 The Highway Authority has not objected to the proposal but has recommended the inclusion of conditions which can be included if the scheme were to be approved. I consider the scheme would be acceptable with these safeguarding conditions.
- 8.21 A number of neighbours' are concerned that construction vehicles would not be able to park or easily drive along the street. They are concerned with pedestrian, cyclists and motorist safety as large vehicles may need to mount the pavement to drive down the street and may make it difficult for emergency and refuse vehicles. I note these concerns, however, I consider the traffic management plan condition as proposed by Highways would address these concerns if I was minded to recommend approval.

Refuse Arrangements

- 8.22 The household refuse bins would be stored to the rear of the dwellings with access to the kerbside via a shared alleyway.
- 8.23 In my opinion the proposal is compliant with Cambridge Local Plan (2018) policies 56 and 57 in relation to refuse provision.

Cycle and Car parking

Cycle parking

- 8.24 Cycle parking would be provided to the rear garden to each property and the level of provision and security is considered acceptable as the cycles are in rear gardens to which access can be restricted. Provision needs to be added so that cycles can be parked in enclosures that are protected from the weather and I will attach a condition to require that the cycles are covered.
- 8.25 With regards to cycle access to the rear gardens via a short passage, the requirement is for a minimum width of 1200mm

(para 3.7.1) with gates at least 1000mm wide. An amended drawing has been submitted showing the passageway widened to address the objection raised by Camcycle.

Car parking

- 8.26 Parking stress is defined as occurring in those streets where surveys show that there is less than 10 per cent free notional parking capacity. The Cambridge On-Street Residential Parking Study November 2016 shows that George Street is less than 90% car parking at 5.30am. This means that there is not less than 10 per cent free parking capacity within George Street and subsequently no overnight car parking stress on George Street.
- 8.27 There would be a net loss of one car parking space as a result of the proposals. Given the frontage of the site has double yellow lines, the loss of one parking space would not result in additional parking pressure to this street as parking would be enforced. As such it is considered that the loss of a parking space would not warrant refusal.
- 8.28 The size of the garage has been increased in response to the Landscape Officers comments.
- 8.29 In my opinion the proposal is compliant with Cambridge Local Plan (2018) policies 81 and 82.

9.0 Third Party Representations

- 9.1 A number of neighbours are concerned with the construction of the basement and the potential impact on neighbouring properties. Its construction would need to comply with Building Regulations and cannot be conditioned under planning. Additional traffic is likely to result from the construction of the building. On a narrow road such as George Street, the construction impact is likely to be more greatly felt than perhaps other wider streets in Cambridge. However, a construction management condition could be imposed, with particular reference to the method of constructing and managing the impact of the basement.
- 9.2 Party wall agreements do not fall within the remit of planning.

10.0 CONCLUSION

- 10.1 In my opinion, the proposed development would not amount to overdevelopment of the site nor would it have an adverse impact upon the area, the neighbouring properties or the future occupants of the development.

11.0 RECOMMENDATION

APPROVE subject to the following conditions:

1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

Reason: In accordance with the requirements of Section 91 of the Town and Country Planning Act 1990 (as amended by Section 51 of the Planning and Compulsory Purchase Act 2004).

2. The development hereby permitted shall be carried out in accordance with the approved plans as listed on this decision notice.

Reason: In the interests of good planning, for the avoidance of doubt and to facilitate any future application to the Local Planning Authority under Section 73 of the Town and Country Planning Act 1990.

3. No development shall take place above ground level, other than demolition, until samples of the external materials to be used in the construction of the development have been submitted to and approved in writing by the Local Planning Authority. Development shall thereafter be carried out in accordance with the approved details.

Reason: To ensure that the external appearance of the development does not detract from the character and appearance of the area. (Cambridge Local Plan 2018 policies 55, 57 (for new buildings) and/or 58 (for extensions))

4. In the event of the foundations for the proposed development requiring piling, prior to the development taking place, other than demolition, the applicant shall provide the local authority with a report / method statement for approval detailing the type of piling and mitigation measures to be taken to protect local residents from noise and/or vibration. Potential noise and vibration levels at the nearest noise sensitive locations shall be predicted in accordance with the provisions of BS 5228-1&2:2009 Code of Practice for noise and vibration control on construction and open sites. Development shall be carried out in accordance with the approved details.

Due to the proximity of this site to existing residential premises and other noise sensitive premises, impact pile driving is not recommended.

Reason: To protect the amenity of the adjoining properties. (Cambridge Local Plan 2018 policy 35)

5. No demolition or construction works shall commence on site until a traffic management plan has been submitted to and agreed in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

Reason: in the interests of highway safety (Cambridge Local Plan 2018 Policy 81)

6. Notwithstanding the provisions of Schedule 2, Part 1, Class E of the Town and Country Planning (General Permitted Development) Order 2015 (or any Order revoking and re-enacting that order with or without modification), the provision within the curtilage of the dwellinghouse(s) of any building or enclosure, swimming or other pool shall not be allowed without the granting of specific planning permission.

Reason: To protect the amenity of the occupiers of adjoining properties (Cambridge Local Plan 2018 policies 52, 55, and 57).

7. Prior to the occupation of the development, hereby permitted, the curtilage(s) of the approved dwelling(s) shall be fully laid out and finished in accordance with the approved plans. The curtilage(s) shall remain as such thereafter.

Reason: To ensure an appropriate level of amenity for future occupiers and to avoid the property being built and occupied without its garden land (Cambridge Local Plan 2018 policies 50, 52, 55 and 56)

8. No development above ground level, other than demolition, shall commence until full details of both hard and soft landscape works have been submitted to and approved in writing by the Local Planning Authority. The works shall be carried out as approved. Soft Landscape works shall include planting plans; written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate and an implementation programme.

All hard and soft landscape works shall be carried out in accordance with the approved details. The works shall be carried out prior to the occupation of any part of the development or in accordance with a programme agreed in writing by the Local Planning Authority. The maintenance shall be carried out in accordance with the approved schedule. Any trees or plants that, within a period of five years after planting, are removed, die or become in the opinion of the Local Planning Authority, seriously damaged or defective, shall be replaced as soon as is reasonably practicable with others of species, size and number as originally approved, unless the Local Planning Authority gives its written consent to any variation.

Reason: In the interests of visual amenity and to ensure that suitable hard and soft landscape is provided as part of the development. (Cambridge Local Plan 2018 policies 55, 57 and 59)

9. Notwithstanding the provisions of Schedule 2, Part 1, Class A of the Town and Country Planning (General Permitted Development) Order 2015 (or any Order revoking and re-enacting that order with or without modification), the enlargement, improvement or other alteration of the dwellinghouse(s) shall not be allowed without the granting of specific planning permission.

Reason: To protect the amenity of occupiers of adjoining properties (Cambridge Local Plan 2018 policies 52, 55, and 57).

10. Notwithstanding the provisions of Schedule 2, Part 1, Class B of the Town and Country Planning (General Permitted Development) Order 2015 (or any Order revoking and re-enacting that order with or without modification), no new windows or dormer windows (other than those expressly authorised by this permission), shall be constructed without the granting of specific planning permission.

Reason: To protect the amenity of occupiers of adjoining properties (Cambridge Local Plan 2018 policies 52, 55, and 57).

11. Notwithstanding the provisions of Schedule 2, Part 1, Class D of the Town and Country Planning (General Permitted Development) Order 2015 (or any Order revoking and re-enacting that order with or without modification), the erection or construction of a porch outside the external door of the dwellinghouse(s) shall not be allowed without the granting of specific planning permission.

Reason: To protect the visual amenity of the neighbourhood (Cambridge Local Plan 2018 policies 52, 55, and 57).

12. Full details of facilities for the covered, secure parking of bicycles shall be submitted to and approved by the local planning authority in writing. The approved facilities shall be provided in accordance with the approved details before use of the development commences.

Reason: To ensure satisfactory provision for the secure storage of bicycles. (Cambridge Local Plan 2018 policy 82)

13. Notwithstanding the approved plans, the dwellings hereby permitted, shall be constructed to meet the requirements of Part M4(2) 'accessible and adaptable dwellings' of the Building Regulations 2010 (as amended 2016).

Reason: To secure the provision of accessible housing (Cambridge Local Plan 2018 policy 51)

INFORMATIVE: The demolition and construction phases have the potential to generate excessive dust which may harm local amenity. It is recommended that the applicant / contractors have regard to various national and industry best practical technical guidance such as:

- o Guidance on the assessment of dust from demolition and construction, version 1.1 (IAQM, 2016).
- o Guidance on Air Quality Monitoring in the Vicinity of Demolition and Construction Sites (IAQM, 2014).
- o Control of dust and emissions during construction and demolition -supplementary planning guidance, (Greater London Authority, July 2014).

INFORMATIVE: With relation to the Traffic Management Plan, the principle areas of concern that should be addressed are:

- i. Movements and control of muck away lorries.
- ii. Contractor parking; provide details and quantum of the proposed car parking and methods of preventing on-street car parking.
- iii. Movements and control of all deliveries.
- iv. Control of dust, mud and debris, in relationship to the operation of the adopted public highway.